TIMES-VIRGINIAN
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Appomattox, Virginia

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THE PRESIDENT'S ILLNESS

As America prays for the recovery of President Eisenhower, who suffered a heart attack last week-end, and will be on the sidelines for several months, his illness should serve to remind us once again of the demanding rigors associated with the Presidency. The office is a "killer." In Mr. Eisenhower's case, he took, with public approval, frequent vacations and apparantly did everything possible to protect his health. However, we note that he played 27 holes of golf the afternoon before his attack. Twenty years ago, this editor once tried 18 holes of golf in one day, and it was exhausting. Today, we would not tackle one round of nine holes, without gradually working up to it. Seriously, we believe that at sixty and above, one can overdo physical exercise. It is wonderful that the President has been able to find mental relaxation on the golf course, but 27 holes in one afternoon is not for men his age!

Pending the recovery of the President, we pray God's guidance for those next in authority.

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HAVE YOU JOINED THE P.-T. A?

By all means, become a member of the Parent-Teacher Association of the school where your child is enrolled.

Chances are that you will be the one to benefit most. You have a responsibility in the education of your child, and you cannot discharge that responsibility without keeping up with what goes on at the school. The child, the teacher and the school autohrities have a right to expect and to receive the cooperation of parents. The P.-T. A. is a good start in giving that cooperation.

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NOTE FROM ENGLAND

We are fascinated by an article in Sunday's New York Times magazine section, on the comparative variances in ways of raising children in England and the United States. The article states that in England, what Mummy and Dad say goes. Too often that is not true in this country. One thing in the article that interested us, especially, that in England, the television networks are silent from six to seven P. M. That is the time for children to be put to bed, and is reserved for that purpose!

* * * * * * *

MORE CANDIDATES NOW?

The illness of President Eisenhower will intensify the discussion as to his availability as a Republican Presidential nominee next year. We wish him full recovery, and we concede that he is easily the top candidate the GOP could nominate. In fact, there are many Democrats who privately state that Eisenhower might he very hard to beat in 1956. But his illness will likely cause other Republican hopefuls to stir about. To that end, it appears that the list of availables in both parties seems to us too small. The GOP mentions Nixon, Warren and Knowland. And the Democrats seem to list only three leaders as likely candidates: Stevenson, Harriman and Kefauver. It seems to us that it would be wholesome if the field were wider, this far in advance of the nominating conventions. What about some of the more successful state governors? We believe in open conventions, and the right of every citizen to aspire to high office. There is little doubt but that if Mr. Eisenhower's health is recovered, his party will do everything possible to persuade him to run again, and the public will agree that he is the GOP's strongest candidate. But in the Democratic party, the field is wide open. Mr. Stevenson may have an advantage at this stage. All efforts in the Democratic party should be concentrated upon getting the ablest candidate in an open convention, without at the same time generating bitterness within the party to hurt the chances of securing a united front at the polls.

* * * * * * *

SAFETY FEATURES ON CARS

It is good to see that automobile manufactures (most of them at least) have at last begun to take safety seriously. Much credit is due to those who have sold manufacturers on this concept.

Some of the 1956 models reflect a trend toward safety which will, beyond a doubt, save many lives in the coming year. Some of the new safety features are door locks that stay locked under the impact of a crash, and the soft dashboard. Seat belts will save as many lives as any other improvement that is being made available.

Virginia is having a terrible year as to deaths on the highways. It is amazing that there so many people indifferent to the mounting toll, already a hundred more than last year. Appomattox County has had a bad year as to highway deaths. Radar is helping to cut down speed on major highways, but we should cooperate to the fullest with the local officials who are striving to keep speeders within the law. Safer cars and safer roads are two important things, but safer drivers is still the most important of all.

* * * * * * *

If all the wire coat hangers cluttering the closets of American homes could be collected, straightened out and laid end to end, it would be a good idea. —Pittsburgh Press.

* * * * * * *

It's a long time since we've missed an opportunity to lose money. —William Feather Magazine.

* * * * * * *

Most people have fixed views on most subjects and that leaves only a limited area for education.

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and neighbor
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THE OLD, BIG, STRONG BANK
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REED OPPOSES TAX CUTS

The chief Republican spokesman on taxes in Congress, Representative Daniel A. Reed, of New York, says tax relief next year would be "premature."

Reed, the senior Republican member and former chairman of the House Ways and Means Committee, says the present outlook for world peace and the economic position in the United States does not warrant an immediate tax cut. Reed's comments are interesting in view of a recent statement by Secretary of the Treasury George Humphrey.

Humphrey said that a balanced budget "can" be achieved if certain economies are made; and if good business assures heavy tax collections. Humphrey said a projected deficit of $1,700,000,000 could be wiped out by economies and higher-than-expected tax collections.

Reed believes the economic position of the government is improving but doubts that the present international situation justifies a tax cut. He says there is little prospect of a substantial reduction in military expenditures which are now running well over thirty billion dollars, and believes that until military expenses can be cut, taxes cannot be reduced.

It is almost certain that Reed will run into major opposition, from both Democrats and Republicans in the next session of Congress, many of whom want to vote tax cuts in an election year. The Republicans would like to both balance the budget and cut taxes, and Democrats, who tried to cut taxes last year, will not want to oppose such cuts in an election year.

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EXIT: WASHINGTON STREETCARS?

There is some agitation in Washington, and much aroused sentiment, over the proposal to abandon Washington's streetcars. That is not an issue which warrants much discussion in these columns, nor is the outcome likely to affect the future of civilization one way or another.

However, it is worth noting that Washington streetcars are a traditional landmark in the National Capital, have often been awarded official recognition as the most efficient streetcars in any U. S. city and are accepted as a part of Washington by many Americans.

The reason it is proposed to rid the capital of these streetcars, many of which are relatively new and all are kept in good state of repair and green paint, is that it costs more than 75c a mile to operate a streetcar, while it costs less than half that much to operate a motor bus, figuring costs on a mile-operated basis. Thus, the saving to be realized is, theoretically, considerable.

However, to junk these Washington streetcars and get rid of the tracks which extend for miles in all directions from the center of Washington would cost an estimated $5,000,000. Then, again, the cost of new buses—to replace the streetcars—would run into other millions.

Congress is getting ready to take over the Washington transit system, it appears, and we would not like to see such an expensive changeover undertaken at the nation's expense.

* * * * * * *

It is hard to predict what might happen in this topsy-turvy world. But as solid a guess as we know, is that sooner or later Germany will be reunited. The nation fighting reunification of Germany the longest is likely to feel the fury of German legions some of these days.

* * * * * * *

The national debt, which was such a fearsome threat when it was nearly fifty billion bollars, doesn't seem to worry so many people now that it is nearing 300 billion.

* * * * * * *

"One war that will never be won by either side is the continuous war between the sexes," asserts a columnist. True, mainly because there is so much fraternizing with the enemy on the part of both sides. —Minneapolis Star.

WASHINGTON NOTES

LABOR

John L. Lewis, president of the unaffiliated United Mine Workers, has predicted that the proposed merger of the American Federation of Labor and the Congress of Industrial Osganizations would "part like the rope of sand it is," under the pressure of union rivalries.

SOCIAL SECURITY

The national security program has paid out $5,000,000,000 to 7,000,000 men, women and children since its organization in the middle Thirties, according to a report by Commissioner Schottland of the Social Security Administration's Department of Health, Education and Welfare.

EDUCATION

The Federal Office of Education has estimated that 39,557,000 students will be enrolled in the schools of the nation this fall. This figure, representing attendance in colleges, as well as in the public and private schools, marks a 1,657,000-pupil increase in one year.

AIR POWER

A sweeping investigation of the condition of the nation's defenses, with particular emphasis on air power has been begun by the Senate Armed Services Preparedness Subcommittee. This information became known as the top civilian and military leadership of the Army joined in protests against Administration cuts in defense spending.

"FREEDOM FIGHTERS"

The Army has developed a special corps of liberation fighters, to be known as "Freedom Fighters," who in wartime would engage in some of the toughest missions. The duty of these men would be to strike behind enemy lines.

SATELLITES

From six to ten artificial satellites will be launched by the United States by the end of the Conference of International Geophysical Year was recently ... operation would be for scientific ... servance purposes and all countries participating in the national Geophysical Year ... would be free to observe the ... ing of the satellites after ... aloft.

FAO

The United Nations Food and Agriculture Organization ... reported that, while the average citizen of the free world has more ... now than he had before World War II, citizens of countries behind the Iron Curtain are eating less.

JAPANESE REARMAMENT

A plan to rearm Japan as a military partner of the United States has been outlined by Foreign Minister Shigemitsu, who recently ... in Washington. The plan ... the creation of a Japanese ... force of 200,000, including ... ground troops.

DIVIDENDS

The Office of Business Economics of the Department of Commerce recently announced that, up to the end of July, dividends paid by corporations this year totaled ... 000,000, about half a billion ... than in the like period of 19...

UATOMOBILE ACCIDENTS

The rate of automobile ... is declining, a survey recently ... indicates. The motorist ... the road, faces a smaller ... than ever before in history ... coming involved in a serious ... dent.

IT IS OUR BUSINESS TO
PROTECT YOU AND YOUR BUSINESS
Let us show you how we can do it.
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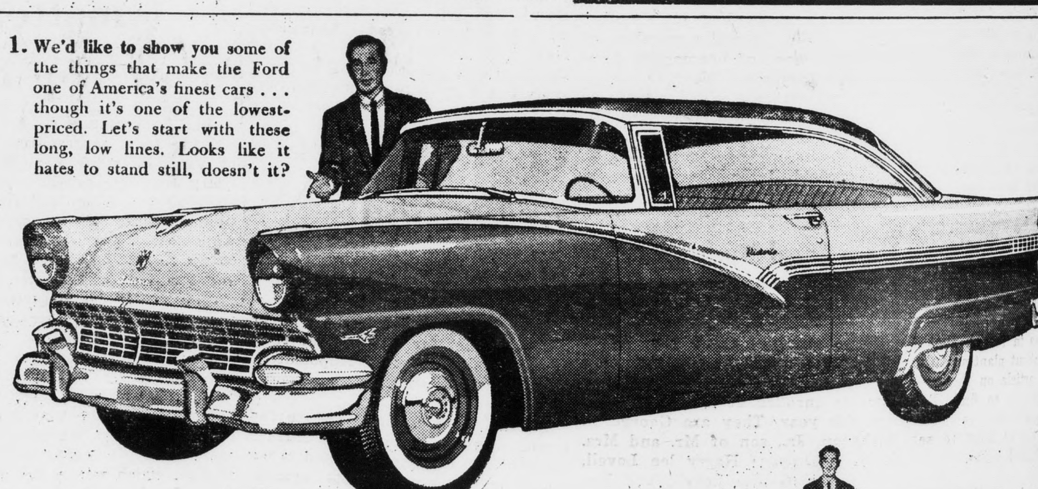
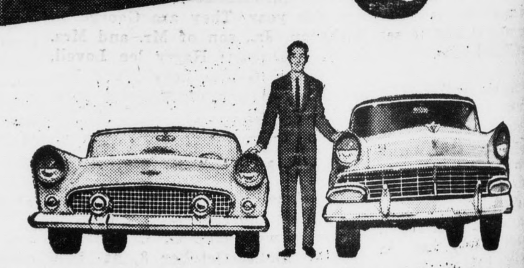
Phone 3191 Appomattox, Virginia

1. We'd like to show you some of the things that make the Ford one of America's finest cars . . . though it's one of the lowest-priced. Let's start with these long, low lines. Looks like it hates to stand still, doesn't it?



Let's take a walk around the NEW '56 FORD!

It's the fine car at half the fine car price!



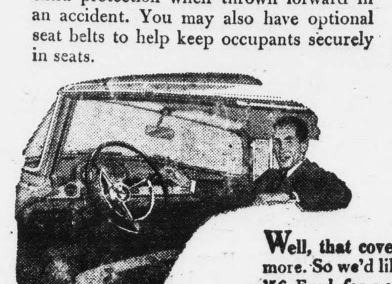
2. Here, on your left, is the inspiration for the styling of the '56 Ford—the famous Ford Thunderbird. Look at those broad, flat hoods, for example. Here is styling that will stay in style.

3. Here's what you ride on. This frame has five cross-members including a special K-bar member up front. It can really take it! By the way, the control arms of Ford's Ball-Joint Front Suspension are angle-mounted to cushion out the head-on as well as the up-down shock of bumps.

4. The new 202-h.p. Thunderbird Y-8 will give you a new lease on driving enjoyment. It's available in Fordomatic Fairlane and Station Wagon models. You can have the "GO"-packed 176-h.p. Y-8 in Fordomatic Mainlaine and Customline models, or Ford's new 137-h.p. Six is available in any model.

5. Note the deep-center design of this new Lifeguard steering wheel. The wheel rim is over three inches above the post to help cushion the driver in case of an accident. It's a feature of new Lifeguard Design which Ford spent over two years developing . . . to give you added protection in case of an accident.

6. This Lifeguard cushioning for instrument panel and sun visors is optional. It gives you extra protection when thrown forward in an accident. You may also have optional seat belts to help keep occupants securely in seats.



7. Here's Ford's new Lifeguard door latch. It is another member of Ford's new Lifeguard family. A double-grip locking engagement reduces the chance of doors springing open under unusual strain of impact. Chances of serious injury in accidents are less when passengers remain in the car.

Well, that covers the important points. But there's a lot more. So we'd like to invite you to come in and see the new '56 Ford for yourself. Then you'll see the colorful new exteriors and interiors, the quality workmanship that is evident everywhere. Then you'll learn the full story. When you do, you'll know that Ford is the fine car at half the fine car price.

YOUR LOCAL FORD DEALER

Stonewall

...wall, Sept. 26.- We are all so ... other storm passed on by.

... S. Caldwell, Sr. spent last ... in Roanoke with her brother ... sister-in-law, Mr. and Mrs. J. R. ...

... R. H. Thornhill le... on Saturday ... a visit with he... daughter, ... McVetty and ... family ... Oak, Mich. She ... expects to ... three weeks.

... and Mrs. Irby Wheeler spent ... Saturday in Roanoke with relatives.

... and Mrs. Lyle Gilbert and ... and Mr. and Mrs. Jack Cadl... and Kathy spent last Saturday at the Richmond fair.

... and Mrs. Tilden Lee and ... and Mr. and Mrs. Tom David... son spent Sunday with Mr. ... Mrs. Wallace Bondurant, Sr.

... and Mrs. Henry Beard and ... Lawrence spent Sunday with her ... Mr. and Mrs. E. L. Chick.

... and Mrs. C. D. Carson spent ... in Roanoke with his mother, ... Lula Morgan, and Mr. and ... Wilton Carson. Mrs. Morgan ... the sick list. Hope for her a ... recovery.

... and Mrs. Lester Carson spent ... in Roanoke with Mr. and ... Virgil Carson.

... and Mrs. Parks Jennings visited her brother, Dr. David Christ... on Sunday. He is in the ... for a rest. Hope he will soon ... feeling better and back home.

... and Mrs. Frank Moore and ... of Brookneal spent Sunday ... his parents, Mr. and Mrs. Melvin Moore.

... Brad Wheeler, young son ... and Mrs. Billy Wheeler, en... Lynchburg General Hospital ... for an operation. Let's all ... and pray that this dear little ... will soon be real well again and ... home with his loved ones. He ... a sweet little boy, and loved ... who know him.

... Bertha Wheeler, of Richmond spent the week-end with her ... Mr. and Mrs. Irby Wheeler.

... Rufus Burnette motored to ... last Wednesday to ... his daughter, Louise, back to ... for the winter.

... J. H. Beard spent last week ... Lynchburg with Mrs. John Hurt. ... and George Beard spent ... in the Hurt home.

... pilots of the Royal Air ... are being equipped with small ... radar transmitters capable ... signaling the position of a down... plane to rescue craft.

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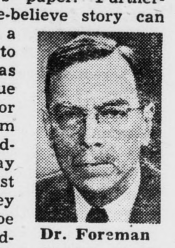
THE BIBLE SPEAKS
International Uniform Sunday School Lessons
BY DR. KENNETH J. FOREMAN

Background Scripture: Luke 2:1-40.
Devotional Reading: John 1:1-14.

B. C. and A. D.

Lesson for October 2, 1955

A MAKE-BELIEVE story can be just as entertaining as a true one, and more so. The tale of Little Red Riding Hood is more interesting than some of the items in this week's paper. Furthermore, a make-believe story can sometimes get a truth across to people just as well as a true story does. For example, from Little Red Riding Hood we may learn not to trust strangers — they may turn out to be wolves in Grandmother's clothing. Many a fable and fairy-tale has fixed in children's minds many a useful truth. Nevertheless, the make-believe story sometimes only conveys falsehood. If I told you that my grandfather was the Most Wanted Man by the police of six states, that he came to his death in a gun battle with the sheriff in which he shot three deputies before they finally got him, it would be a much more interesting tale than the true one, of a simple law-abiding Christian dying in his bed of a very ordinary disease. But it would give a totally wrong impression, it would be a lie for which there would be no excuse.



Dr. Foreman

Jesus and Amida

Now, believe it or not, there are today and there have often been in the past, those who claim that it makes no difference whether the Christian gospels are fact or fairy-tale, no difference whether Jesus was a historical character like Caesar or a made-up one like Cinderella. The Christian church has always resisted such a notion as this. For the gospel story aims to tell us something true about God, something true about man; and if the gospel story is not true, then what it says about man and God is not true either. Compare the Buddhist story of Amida. The story of Amida is very much like the story of Christ; it is the tale of a god, or at least a god-like superior being, who came to live among men a life of service and sacrifice. Songs are sung about him, — "Amida loves me, this I know, for the (Buddhist) Scriptures tell me so." Temples are erected to him. But when you inquire, When and where did this Amida Buddha live? you discover that no one claims he ever lived anywhere. He is a great big official fairy-tale. A temple to him is like a temple to Cinderella's fairy god-mother. Amida was brave, self-sacrificing, loving, godlike — only, he never existed!

World B. C.

For centuries, historians have counted time before and after Christ. All dates are either B. C. —Before Christ, or A. D.—Anno Domini, "in the Year of our Lord." B. C. does not mean Before Civilization or Before Culture or Before Columbus but Before Christ. What makes the world B. C. different from the world A. D. is Christ. The world B. C. was a world in which the "best" people supposed that without slavery you could not have civilization; a world in which a man could be required legally to have only one wife at a time, but in which it would have been thought ridiculous to expect him to be faithful to that one wife; a world in which unwanted babies (and tragically numerous they were) were simply left out of doors to die, unless men in the slavery business cared to pick them up to be sold later on; a world in which social responsibility as we know it was unknown, a world in which men who held government posts were expected to get rich out of them. If you want to see what the world B. C. was like, read Romans 1. Paul had been there. He knew.

World A. D.

Who knew, that first Christmas night, that the birth of that baby to those poor people from Nazareth was the turning point of the history of the world? God knew it; and men have found it out. The world A. D. is so different from the world B. C. that even a stupid man, if he found himself carried back by a time-machine to B. C., would pray to get back to A. D., to a world where life is sacred, where children are welcomed and cared for, where Christian homes are found, where service is a common ideal, a world where there are millions of true Christians. Such real changes in the real world were not made by a make-believe Jesus, only by a real one.

(Based on outlines copyrighted by the Division of Christian Education, National Council of the Churches of Christ in the U. S. A. Released by Community Press Service.)

Four Lane, Divided Highway Has Best Accident Record in Va.

Four-lane divided highways with controlled-access facilities and wide medians are the safest roads in Virginia, a comparative accident study by the State Highway Department disclosed today.

The study, which extended from January 1, 1952, through December 31, 1954, covered sections of the following types of four-lane highways in the state: Undivided, divided with a median not wide enough to protect vehicles making left turns, divided with a median, and controlled-access — the Shirley highway, the state's most modern road.

Statistics gathered by the accident study section of the Department's Traffic and Planning Division during the three-year period showed that the accident rate of 180 and the death rate of six persons per 100,000,000 vehicles miles for the Shirley highway were lower than the comparable rates on the other types of roads studied.

Four-lane undivided highways such as US Route 1 were the greatest killers, with a death rate of 19.4 and an accident rate of 288. However, four-lane highways divided by only a narrow median had the greatest accident rate, 614, and the next highest death rate, 14.8, for every 100,000 vehicles miles of travel.

On four-lane highways divided by a wide median, but without grade separations and other features of controlled-access highways, the accident rate was 293 and the death rate was 6.2. The average death and accident rates on rural highways in the period of the study were 9.7 and 348 respectively.

J. P. Mills, Jr., Traffic and Planning engineer, said the majority of accidents on roads where traffic is separated by medians occur at crossovers and at intersections. He listed excessive speed and driver inattention as the chief causes of such accidents.

In some instances, Mills pointed out, roads to to be four-lane to carry heavy traffic although sufficient right of way could not be obtained, without heavy property damage, to provide wide medians.

The report emphasized the need for: (1) more miles of controlled-access highways, (2) construction of left turns and right turn deceleration lanes on existing four-lane highways with wide medians, and (3) sufficient funds to purchase adequate right of way for wide medians on new projects, especially at intersections.

The accident study was confined to four-lane highways and did not compare the death and accident rates on other types of roads in the state.

Traffic engineers said the study showed that on four-lane highways accident rates generally increase with the volume of traffic. However, where congestion is caused by exceptionally heavy traffic, the trend is reversed and the accident rates begin to decrease.

LUNCH LASTS 40 YEARS

Milwaukee, Wis.- Plumbers, making repairs on a house which was built in 1915, cut into a wall and found a sandwich, wrapped in a newspaper dated Sept. 7, 1915. The sandwich was intact— rye bread, crust and all. The filling had blackened too much to tell what it was —and the bread was hard as a rock.

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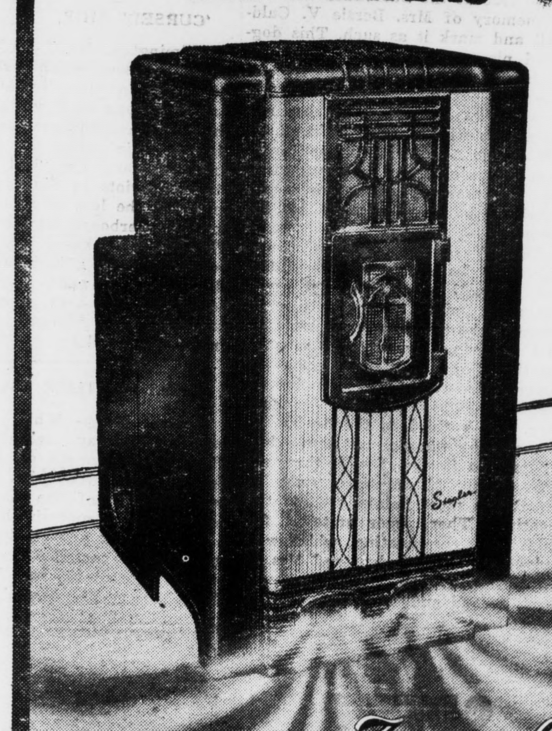

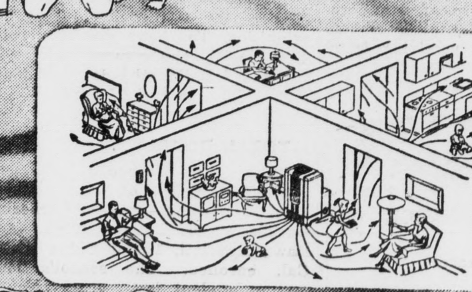

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GETS TO THE BOTTOM OF THE COLD FLOOR PROBLEM

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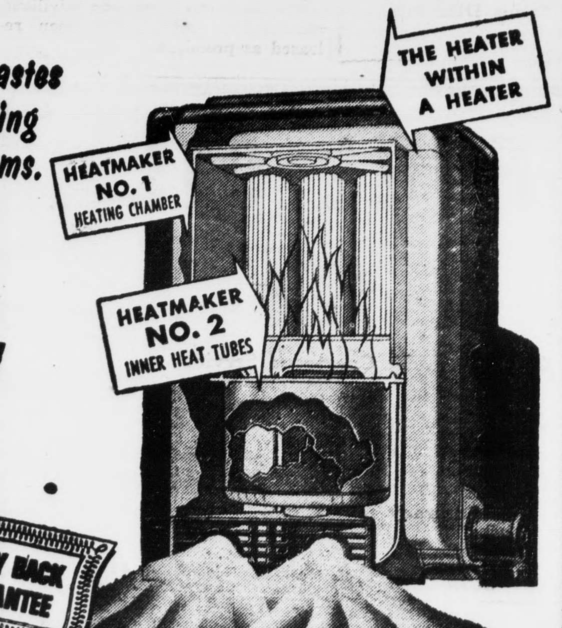
JUST LIKE A FURNACE . . . BUT WITHOUT COSTLY, DIRT COLLECTING PIPES AND REGISTERS!



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